

# Pacific Vehicle and Supply Co., Ltd.

## For Pleasure

WE HAVE A NEW LINE OF UP-TO-DATE

**BUGGIES**—Ball-bearing, with pneumatic tire, or Long Distance, with cushion tire.  
**SURREYS**—Canopy extension top, rubber of steel tire; cut-under or straight sill.  
**PHATONS**—Three or two spring; rubber or steel tire, canopy or falling top.  
**TRAPS**—Single or adjustable; two or four passenger; open or canopy top.

## For Business

WE CARRY A LARGE ASSORTMENT

**BUGGIES**—Rubber or steel tire; canopy or falling top; side bar or elliptic spring.  
**RUNABOUTS**—Canopy or falling top; patent spring; Happy Thought gear.  
**BRAKES**—With or without tops; anti-horse motion; steel or rubber tires.  
**CARTS**—Single and two passenger, speeding carts.

## Also a Full Line of

Single and double **HARNESS**, buggy and hack **LAMPS**, **WHIPS**, **ROBES**, **RUGS**, **SUNSHADES**, **DUSTERS**, etc.  
**RUBBER TIRES**—We are prepared to put on new channels and rubbers, or to re-rubber old channels.

# Pacific Vehicle & Supply Company LIMITED.

DAY BLOCK.

BERETANIA STREET.

## THE LEADER

OF MINERAL WATERS IS

# Shasta Water.

Nature's most wonderful gift. Drink it once and you will drink no other water. It is a water that should be on the table at all times, containing enough minerals to keep the system in a proper tone. Nothing injurious charged into Shasta Water that will bring on illness, but drives illness away, instead.

## Shasta Water and Shasta Ginger Ale

ARE USED EXCLUSIVELY BY THE SOUTHERN PACIFIC RAILROAD COMPANY IN ALL ITS DINING CARS.

# W. C. Peacock & Co.

GET THE BEST

## Ready Rock Roofing

IT HAS STOOD THE TEST FOR 25 YEARS.

Ready Rock Roof Paint is the best for all kinds of roofs, smokestacks, boilers, etc.

## Sunshine Water Heater....

Hot water day and night without the use of fire. Call and see it working.

**Alpine Cement,** **Canned Fruits,**  
**Monterey Sand,** **Pet and Highland Creams,**  
**Mortar Stains,** **Standard Biscuit Co.**

**Paper and Paper Bags,**  
**Boltz Clymer & Co's Cigars.**

# HAWAIIAN TRADING CO., Ltd.

627 FORT STREET, LOVE BUILDING.

## Hawaiian Carriage Mfg. Co.

BUILDERS OF

## VEHICLES FOR ISLAND USE

REPAIRING

given prompt and careful attention

## SOLE AGENTS FOR Rubber Tire Wheel Co.

The most durable Rubber-Tire made.  
 121 Queca St. Telephone 47.

# SHREVE & CO., San Francisco.

TO FACILITATE TRADE with the Hawaiian Islands, will deliver all goods purchased or ordered of them, FREE OF ALL CHARGES FOR TRANSPORTATION to Honolulu, or returning same to San Francisco. Goods will be sent on selection to those known to the firm, or who will furnish satisfactory references in San Francisco.

## JEWELERS, GOLD AND SILVERWARE MANUFACTURERS

MARKET AND POST STREETS, SAN FRANCISCO.  
 Illustrated catalogue and prices furnished upon receipt of request. We have the largest manufactory of jewelry and silverware west of New York City, and are prepared to furnish special designs.



The Occidental and Oriental steamship Coptic, Captain J. H. Rinder, arrived in port from the Orient yesterday afternoon having sailed from Yokohama on the 14th instant. She brought two passengers for Honolulu, Mrs. C. W. Van Petten and S. Yoshiye, and carries a large number of through passengers, a great proportion of them being missionaries returning from China.

The Coptic was sighted shortly after 2 o'clock. It was thought at first that the vessel would be quarantined on account of the case of plague she had aboard in Kobe on her last trip to the Orient. This was found to be unnecessary, however, and the steamship was merely kept six feet away from the Pacific Mail wharf as a matter of precaution. Freight for Honolulu is now being discharged and the Coptic will sail for San Francisco at 6 o'clock this morning. As published in Saturday's Advertiser, the Coptic went ashore at Shimomoseki, near Nagasaki, but got off unassisted and without apparent damage.

The barkentine W. H. Dimond, Captain Hanson, sailed from San Francisco for Honolulu on September 15.

The American schooner King Cyrus arrived at Port Townsend from Kahului on September 14.

On September 14 the barkentine Benicia from Kihai for Port Townsend passed Neah Bay.

The British ship Honolulu sailed from Norfolk, Va., on September 13 for Manila.

The steamer Aorangi arrived at Brisbane on the 14th instant from Victoria via Honolulu. The Mowera sailed from Brisbane on the same day for Victoria via this port. She is due here on Wednesday.

The barkentine John Palmer was launched at Eureka on the 13th instant. The schooner W. H. Talbot from Honolulu arrived at Port Blakeley on September 12.

The British ship City of Hankow from Honolulu arrived at Port Townsend on September 12. The barkentine Wrestler sailed from Newcastle on August 31 for Mahukona. Steamer Lehua sails for Molokai ports today at 5 p. m.

The Archer will be ready to leave for the Coast tomorrow.

The crew of the tug Fearless were substantially remembered for their services on the recent trip to Kahului and return, when the Euterpe was pulled off the reef by the powerful boat commanded by Captain Brokaw.

The Doric brought over five tons of mail for Honolulu from the Coast.

Bark S. C. Allen sailed on Saturday for San Francisco with a big load of sugar.

The tug Fearless will hereafter assist in docking all Pacific Mail and Occidental and Oriental steamships as well as the Spreckels' liners.

The pilot boat boys have asked that, instead of receiving but 75 cents each for a return trip to steamers, the Territory arrange to pay them a salary. With the present system of payment they are unable to make a living. Up to the middle of this month the boys had received only about \$3 apiece. The salary asked for is said to be \$50 per month. Unless some satisfactory arrangements are made by the end of this month the pilot boat boys will seek elsewhere for a living.

Chief Engineer Allen of the steamship Doric celebrated a birthday in this port. An enjoyable dinner was given in his honor by several of his friends.

Steamer Helene arrived on Saturday from Pauahau, Oahu, Papaaloa, Kukaiaua and Mahukona. She brought the following cargo: 13,163 bags of sugar, 68 bags of coffee and 36 bundles of hides.

The bark Olympic, Captain Gibbs, sailed for Honolulu from San Francisco on the 12th instant.

TEN THOUSAND DOLLARS.

Ten thousand dollars have been paid by the agents of the ship Euterpe, saved from the reef near Kahului by the tug Fearless, Captain Brokaw, to the Spreckels Tugboat Company. H. Hackfeld & Co., the vessel's agents, handed over the amount in the form of a check. The Euterpe is not leaking, and may possibly be taken to Kahului to discharge.

The Reliance, another of the Spreckels boats, will come here to assist in the towing business during the next sugar season. She is a speedy, powerful tug. She may remain here during the busy season, then returning to the Coast. Two of the Fearless' crew may be sent to San Francisco to bring down the Reliance.

WISCONSIN'S TRIAL TRIP.

SAN FRANCISCO, Sept. 15.—The new battleship Wisconsin will make a preliminary trip on the bay this morning to try her machinery. It was tested briefly yesterday. If all is satisfactory today, the Wisconsin will leave on Monday for Port Orchard to go on the dry dock, returning here in about ten days to coal and get ready for the official trip in Santa Barbara channel. A special board has been appointed to conduct the trial trip. Its members are as follows: Rear Admiral Albert Kautz, Captain Henry Glass, Captain P. H. Cooper, Captain L. J. Allen, Commander F. J. Drake, Lieutenant Commander Alex McCracken and Naval Constructor Frank W. Hibbs. An auxiliary board of examination of machinery is made up of Captain Louis J. Allen, Lieutenant Commander Wythe M. Parks, and Lieutenant G. E. Burd.

NO LIMIT ON SAILING VESSELS.

WASHINGTON, D. C., Sept. 14.—The sailing vessel Northern Light came down from Nome to Seattle the middle of last August with forty-eight more people aboard than was her maximum limit. The vessel was detained by the inspectors of hulls and boilers. Collector Heustis at Port Townsend fined her \$2,400, \$50 a head for the excess of passengers.

An appeal was taken to the treasury officials, who held that they had no authority for fixing the penalty as the law only establishes the maximum limit for passenger lists of steamers and sailing vessels are exempt as to maximum limits. The inspectors of hulls and boilers

heretofore have been in the habit of issuing certificates to sailing vessels to which they have fixed the maximum number of passengers. This action being decided invalid the fine of \$2,400 was remitted.

THE FLINT'S MISHAP.

SAN FRANCISCO, Sept. 9.—Fate or poor seamanship sent the big iron ship May Flint to the bottom of the bay last night.

The ram of the battleship Iowa played the major part in the Flint's mishap. It was near where the battleship is lying, about a mile east of the Mail dock, that the accident occurred. Shortly before 8 o'clock the Flint, laden with coal, came up the bay under full sail and without a pilot. In contending against a strong tide and the danger of collision with the multitude of craft taking part in the naval parade the captain of the collier kept his vessel well in shore, but the flood caught the Flint and carried her out toward the town. Then came a desperate attempt to clear the battleship, but the collier refused to answer to her helm, and crashed against the Iowa's bow. The Flint's topsails were carried away by the collision, and the crippled collier in drawing away struck the ram of the battleship. With a great hole in her bow and the water pouring in the Flint cleared herself of the ram and drove on, only to meet with another disaster. Before her loomed the lumber bark Vidette, and into the Vidette the Flint crashed. The gears of the ships became entangled, and as the Flint was sinking fast the members of her crew jumped aboard the Vidette.

For a time both vessels seemed doomed, and some of the men leaped into the bay, but soon the collier swung around, and while boats were picking up the struggling men the May Flint sank bow first in ten fathoms of water. The Iowa's boats were out, her searchlight flashed on the scene, and if men were drowned it was not because of lack of effort to save them.

The May Flint was the third largest sailing vessel that was ever here. She was formerly the Persian Monarch, an Atlantic liner, and made her maiden voyage after being rechristened from Baltimore to San Francisco in 1895 with 5,000 tons of coal. Her voyage was perilous and she entered port badly damaged by storms. She spread over 10,000 yards of canvas. Her gross tonnage was 3,576. She was built in 1880 at Dumbarton, Scotland. The length of the May Flint was 351.8 feet, width 42.9 feet and depth 16.2 feet. W. E. Mighell was managing owner, and her home port was San Francisco.

While still known as the Persian Monarch and carrying passengers and freight from London to New York, she ran aground on the night of May 3, 1894, on the sandy shore at Shinnecock light, Long Island. All hands were taken off on a tug. On her first trip she was badly damaged in a storm. While on the return trip she began leaking badly in midocean and was taken back to New York by a sister ship, the Assyrian Monarch, and she had various other mishaps. She arrived in Port Neah on February 28th last, 107 days out from Hongkong, her delay having given rise to speculation in reinsurance that netted \$50,000 to the owners, who had confidence in the captain's foresight and skill.

SAN FRANCISCO, Sept. 15.—The California Shipping Company, owner of the ship May Flint, which was lost in the night last Saturday night, filed a petition in the United States District Court yesterday for an injunction restraining the Black Diamond Coal Company and Bixbee & Clark, owners of the bark Vidette, from bringing action in either the State or Federal courts for damages resulting from the accident. The company claims that the ship cannot be raised, and that as only \$4,000 worth of property can be saved, its liability should be limited to \$4,000.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 6.

MERCHANTMEN.

(This list does not include coasters.)

Albert, Am. bk., Griffiths, San Francisco, August 10.

Andrew Welch, Am. bk., Drew, San Francisco, August 14.

Archer, Am. bk., Cathoun, San Francisco, August 21.

Abbey Palmer, Am. bk., Uhlberg, Newcastle, September 18.

Annie M. Campbell, Am. sch., Freiberg, Port Gamble, September 20.

C. D. Bryant, Am. bk., Colley, San Francisco, August 30.

Challenger, Am. sp., Gould, New York, September 1.

Ceylon, Am. bk., Willer, Laysan Island, September 7.

Dunreagan, Br. bk., Dixon, London, August 8.

E. B. Sutton, Am. sp., Carver, San Francisco, July 28.

Esther Buhe, Am. schr., Salvesen, Eureka, August 24.

Enterprise, Am. schr., San Francisco, August 26.

Euterpe, Am. sp., Sachs, Newcastle, September 18.

F. S. Redfield, Am. schr., Jorgenson, Port Gamble, August 18.

Florence, Am. sp., Ryder, Tacoma, August 29.

Great Admiral, Am. sp., Sterling, Newcastle, September 16.

John Currier, Am. sp., Lawrence, Tacoma, August 28.

Kilmory, Br. sp., Corrance, Liverpool, Eng., August 7.

R. P. Kithet, Am. bk., McPhail, San Francisco, September 12.

Sebastian Bach, Br. bk., Nagasaki, February 17.

C. Allen, Am. bk., Johnson, San Francisco, September 4.

Wm. Olsen, Am. sch., Hurtman, South Bend, September 12.

W. B. Flint, Am. bk., Johnson, San Francisco, September 20.

Notice to Shipmasters.

U. S. Branch Hydrographic Office, San Francisco, Cal.

By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean, and the latest information regarding the danger to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

C. G. CALKINS, Lieut.-Comdr., U. S. N., in Charge.

Go where you will, the best saloons

sell Jesse Moore Whiskey.

## With the Change in Tariff

Comes a sweeping reduction in the price of all goods of American manufacture.

We have cut on every piece of jewelry and silverware in the house, and you will be surprised at the great difference from former prices. No fear of comparisons here, where quality and pattern are considerations.

What do you think of full-sized solid silver teaspoons being reduced to \$8.00 a dozen, with engraving thrown in, and all articles of silverware reduced in like proportion.

These are by no means catch prices, but regular prices which will prevail here from now on, on all the different lines of goods from the States.

While reducing all our American goods we have not changed the prices on any of our European potteries, glass and chinaware, and although the present cost is forty per cent more than formerly, while out present very large stock lasts we will sell at the old rates. This is a very large saving to you, and we recommend that you make your purchases from these lines now, before an advance becomes necessary.

## H. F. WICHMAN,

FORT STREET.

## M. R. COUNTER

## The Jeweler

REMOVED TO THE

## Love : Block

NEXT DOOR TO

## H. H. WILLIAMS

FORT STREET.

## Grand Opening

IN A FEW DAYS.

## PHOTOGRAPHIC PORTRAITS.

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Mr. Davey does not wish his atty to accept work unless perfectly satisfactory.

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—DEALERS IN—

## Wood and Coal.

—ALSO—

WHITE AND BLACK SAND

Which we will sell at the lowest market rates.

## SEATTLE BEER

—AT THE—

## CRITERION SALOON.

## A. HARRISON MILL CO.

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SAWING, PLANING, TURNING, Etc

Large stock of Moldings kept on hand.

Kiln Drying, a specialty

Estimates Furnished on Short Notice.

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The last invoice of

## European Goods

to be shipped to us

Under the Old Tariff,

among which comprises an elegant line of

## Ladies' Golf Capes

## Cricketing Flannels

## Bagatele Boards

ETC.

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## Limited.

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 ARTHUR B. WOOD, Treasurer.  
 J. A. GILMAN, Secretary.  
 E. F. DOLL, Auditor.

NOTICE.

We buy and sell realty, act as agents, appraisers, trustees, receivers and derwriters.

## C. D. Chase,

MANAGER

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The Kohala Sugar Co.

The Waimea Sugar Mill Co.

The Koloa Agricultural Co.

The Fulton Iron Works, St. Louis, Mo.

The Standard Oil Co.

The George F. Blake Steam Pump

Weston's Centrifugals.

The New England Mutual Life Insurance Co. of Boston.

The Aetna Fire Insurance Co. of Hartford, Conn.

The Alliance Assurance Co. of London.

THE—

## Club Stables

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Reliable Horses, Experienced Drivers, New Rigs, Fair Prices.

The Instruments Used in....

## THE SILENT BARBER SHOP

Are Thoroughly Disinfected Before Using.

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FOR SALE.